

# L&D HWG Status Report

11 September 2001 TAEIG Meeting

Handout 7

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# Discussion Items

- 25.865 Fire Protection of Flight Controls, Engine Mounts, and other Structure
- Ground Handling, Towing, & Landing Descent Velocity Tasks
- Work Plan for 25.301(b) Flight Loads Survey TOR
- NPRM Phase 4 review - Economic Evaluations

## 25.865 Fire Protection of Flight Controls, Engine Mounts, and other Structure

- Task group is meeting in Hoofddorp Oct 16-17 and will then report to the HWG on Oct 18
- Additional Task group meetings will be scheduled as needed to meet the 15 March 2002 completion date that was discussed at the 27 June TAEIG meeting

# TOR for Ground Handling, Towing, & Landing Descent Velocity Tasks

(Assigned 28 Sept 2000)

- Ground Handling & Towing
  - FAA Special conditions and JAA CRIs for center/aux strut LG have been reviewed and are being used as the basis for draft regulations
  - Braked and unbraked center/aux LG have been considered.
  - Non-extended scenarios for center/aux LG have been considered
  - FAA reports for L-1011 and DC9 extended towing under review
  - Progress is on track per work plan approved by TAEIG in Dec.
  - Next HWG meeting for this task is 16-18 Oct.

# TORs for Ground Handling, Towing, & Landing Descent Velocity

(TOR Assigned 28 Sept 2000)

- Landing Descent Velocity
  - The FAA Heathrow wide-body sink rate measurement tests were completed during July
  - The Heathrow data evaluation tasks have been planned and reviewed
  - The Airbus wide-body sink rate measurement and data evaluation tasks have been planned and reviewed
  - The work plan schedule approved by TAEIG in Dec for this task will not be achieved. The revised date for completion is now March 2003 for submittal of a final report to TAEIG
  - The next HWG meeting on this task is 16-18 Oct.

# TOR for 25.301(b) Flight Loads Measurement

(TOR Assigned 11 June 2001)

- TOR was published after the June 5-7 L&D HWG meeting
- A work plan has been developed and is being submitted to TAEIG for approval at this meeting

# NPRM Phase 4 Review

- The L&DHWG was asked by Craig Bolt on 3 June 01 to comply with an FAA Request to complete economic evaluation reports on draft NPRMs as follows:

- Checked Pitch Maneuver 25.331 - NPRM
- Gust and Continuous Turbulence 25.341 - NPRM & AC *update & guidance not in line to do continuous turbulence*
- Engine/APU Torque (25.361) & Engine Failure 25.362 - NPRM & AC *NTSB*
- Interaction of Systems & Structures - NPRM *Reliance on systems as airplanes become more complex*

- Each of the above resulted from L&DHWG ARAC projects

*George T. King*

*Some had been with from 1 or 2 years ago*

*add Appendix  
NPRM  
...*

## NPRM Phase 4 Review

- The economic evaluation forms were completed by the U.S. members of the L&D HWG
- Each evaluation concluded “no significant cost”
- However the L&D HWG is not empowered to make cost evaluations without the formal concurrence of their companies

# NPRM Phase 4 Review

- Letters were sent to the following US companies with a request to accept or reject the “no significant cost” evaluations :
  - Boeing
  - Cessna
  - Gulfstream
  - Learjet
  - Lockheed-Martin
  - Raytheon
  - General Electric (Engine related NPRM only)
  - Pratt & Whitney (Engine related NPRM only)
- The following table summarizes the responses

# NPRM Phase 4 Review

*Comment Response*

Company /Arac Project	Checked Pitch Maneuver FAR 25.331	Gust and Continuous Turbulence FAR 25.341	Engine Torque / Failure FAR 25.361/362	Interaction of Systems & Structures FAR 35.302
Boeing	Accept	Accept	Reject	Reject
Cessna	Accept	Accept	Accept	Accept
Gulfstream	Accept	Accept	Accept	Accept
Lear-jet	Accept	Accept	Accept	Accept
Lockheed-Martin	Accept	Accept	Accept	Accept
Raytheon	Accept	Accept	Qualified Accept	Qualified Accept
General Electric Jet Engines	Not Affected - not asked to respond	Not Affected - not asked to respond	Reject	Not Affected - not asked to respond
Pratt & Whitney Jet Engines	Not Affected - not asked to respond	Not Affected - not asked to respond	Accept	Not Affected - not asked to respond

## NPRM Phase 4 Review

- The economic evaluation forms have been revised to reflect the results obtained from each company
- The revised forms are being presented for TAEIG approval to send to the FAA